



**Bicycle/Pedestrian
Advisory
Committee**
of the
**Metropolitan Planning
Organization**
for the
Miami Urbanized Area

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Ted Silver

Members
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Sheila Boyce

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Janis Davis

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

S.P. CLARK CENTER
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MIAMI, FLORIDA 33128

A G E N D A

**MEETING OF WEDNESDAY, MARCH 22, 2006
AT 5:30 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF FEBRUARY 22, 2006
- III. PRESENTATIONS
 - A. CITY OF MIAMI TRAFFIC SAFETY INITIATIVE – L. Matos, Miami PD
 - B. PARKS & RECREATION DEPT. UPDATE – J. Blattman, M-DP&R
 - C. RICKENBACKER CSWY. UPDATE – M. Bauman, M-DPW
- IV. DISCUSSION ITEMS
 - A. BIKE MAP – D. Henderson
 - B. TIP INTERACTIVE MEETING – D. Henderson
- V. INFORMATION ITEMS
 - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - B. FEBRUARY PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, MARCH 22, 2006

MEMBERS PRESENT

Brett Bibeau
Louis Foster
Susan Kairalla
Amado Leon
Gabrielle Redfern
Claudia Schmid
Eric Tullberg

MEMBERS ABSENT

Barry Burak
Sheila Boyce
Janis Davis
Carol Preger
Ted Silver

David Henderson, Staff
Jae Manzella, Staff
Jeff Cohen, M-DPW
Jennifer Blattman, M-DP&R
James Martincak, M-DPW
Mike Bauman, M-DPW
Inson Kim, District 7
Nelson Hincapie, District 7

Albert Alberto, MPD
Liz Babun Matos, MPD
L. Rubino, MPD

OTHERS PRESENT

John Hopkins, Bike Miami
Mike Gomez, Everglades Club
Tom Burton, Everglades Club
Bill Carballo, So. Fl. Triathletes
Paul Kvedaras, So. Fl. Triathletes
Kevin Kiane, Cyclist
Nick Garcia, Cyclist
Toufic Zakharia, Cyclist

Carlos Rivero, Cyclist
Rafael Acosta, Cyclist

The meeting began at 5:45 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Requested to add the <u>TIP's Non-Motorized</u> section to <u>Information Items</u> . LF: <i>Motion to approve the revised Agenda; seconded by SK; vote – unanimous.</i>
APPROVAL OF MINUTES	- SK: <i>Motion to approve Minutes of February 22, 2006; seconded by GR; vote – unanimous.</i>
CITY OF MIAMI TRAFFIC SAFETY INITIATIVE	- LM: A new strategy was developed: Operation Red Light/Green Light; because there has been a 9% increase of traffic fatalities since the year began, (with a 37% increase in pedestrian fatalities); mostly for people aged between 50-80 years old, and primarily Hispanics. Engineering studies are made in neighborhoods to discover non-functioning street lights/signals and missing signage. Over 160 lights and over 65 sign/signals have been identified. The appropriate City and County agencies have received this report. An Education component consists of brochures in Creole, English and Spanish. These are distributed to departmental staff/volunteers, as well as secondary and high school students. Presentations are made at senior centers/meal distribution events. Often seniors take buses to these functions and poor disembarking behavior is apparent. Along Flagler St., pedestrian movement is the most erratic. Police officers issue citations and a brochure. The City's cable channel airs PSAs in 3 languages. Officers are also warning cell-phone drivers of this bad behavior. Problem areas are being frequented by Traffic Enforcement Officers. <i>Within the next couple of years, 20 more Traffic Officers will be added to the ranks.</i> School Crossing Guards are also helping distribute brochures. ET: One of the most problematic accidents involve right-turning drivers that don't look to the right before proceeding. This can be at driveways or intersections. LM: The "Left-Right-Left" technique is taught throughout this campaign. <i>On April 4th, a 1-day heavy enforcement event will take place in the south portion of the city. These 1-day events should take place quarterly.</i> AA: There is a monthly Operation Difference that steps up various enforcement activities in various neighborhoods; <i>Red Light/Green Light enforcement will be included.</i> LR: People have darted across her police vehicle while traveling down the Flagler St. without any concern. Bad traffic behavior is ingrained in some areas. Often elderly think

	<p>they can cross streets by dodging automobiles, rather than waiting for a signal to change.</p> <p>SK: In other places, pedestrians are cautious and motorists are courteous of them.</p> <p>LR: Would like to have signals similar to School Zones erected at all playgrounds, parks, etc. They shouldn't be at high schools; by then, students should know how to cross.</p> <p>LF: Government Center is a high-conflict area.</p> <p>CS: Inquired about red-light-runner cameras.</p> <p>AA: Studies have been conducted. Staffing, funding and legal constraints are issues. This may not solve all problems; but, is overdue.</p> <p>LF: Our society is constantly rushing. The person who stands to have the most to loose, needs to be the most careful. Many automobiles have blind spots.</p> <p>CS: Though pedestrians have right-of-way, automobiles dart-out, after the traffic clears, the signal has changed again. Signals should be changed to favor non-motorized travel.</p> <p>AA: Primary enforcement is for automobile drivers.</p> <p>N/A: Warning signs should be placed adjacent to traffic signals where drivers are looking. There is a sign in Coral Gables like this. However, on the Rickenbacker Cswy. and Crandon Blvd. you can wait several minutes to cross, and risk getting hit.</p> <p>LM: Often pedestrians don't want to walk all the way to a crosswalk, and attempt a mid-block crossings. This is especially hazardous for the elderly.</p> <p>N/A: School zone enforcement should also monitor the school bus drivers. They have been seen speeding in these zones.</p> <p>AA: Officers are watching every driver.</p> <p>SK: If anyone sees a school bus speeding, please report the bus number to Miami-Dade Public School's Transportation Division.</p> <p>JC: Automobiles can clog-up intersections while cueing-up to turn.</p>
M-DP&R UPDATE	<p>- DH: The M-DP&R representative had to leave. Mr. Cohen will provide an update.</p> <p>JC: Historically, there were mutual agreements between M-DP&R and M-DPW regarding maintenance along M-D Bike Route 1. M-DP&R was responsible for foliage and M-DPW was responsible for the path itself. Now that more paths are being planned off-road under their activities, they are considering taking over all responsibilities. As paths wind into other municipalities, more detailed agreements will have to be reached.</p> <p>ET: Most of Old Cutler Trl. is within a municipality.</p> <p>JC: However, it is along a County roadway. There are portions that leave the County's ROW, into city property or streets. These areas have had conflicts.</p> <p>DH: These agreements should be rigidly formalized to ensure clarity of responsibilities.</p> <p>JC: M-DPW divisions are also clarifying responsibilities now that more bicycle-friendly provisions are being considered within roadway designs.</p> <p>ET: He is concerned with the way Old Cutler Trl. leads users to a dead-end.</p> <p>JC: Will discuss this later.</p> <p>SK: <i>Motion urging that responsibilities for maintenance of bikeways be formally defined between all affected agencies; GR – seconded, with a friendly amendment to use PTP funds for this purpose.</i></p> <p>JC/BPAC: Disagreed; in that it would limit the agencies to that one funding source.</p> <p>BPAC: <i>Vote – unanimous, without the PTP stipulation.</i></p>
RICKEN- BACKER CSWY. UPDATE	<p>- MB: He is the Cswy. Division Chief. The Rickenbacker project has been split into 3 phases. A different project is not going thru right now, <i>so the funding for that project will go towards the 1st phase of the Rickenbacker bikeway.</i></p> <p>JC: He drew-up project plans as a fast-track action. Around then, funding sources diminished, and the only one available required more detailed specifications. Phase 1 is</p>

fully drawn - from Bear Cut Bridge to the marina – *shoulders will be added, and right-turn bays will be modified to allow cyclists a straight-thru route.*

ET: Assumes this is why a recent fatality occurred – changing position on the roadway.

JC: Without the actual accident report he cannot determine the cause. Transitioning from the shoulder to the lane is a switch-lane action; as such, it requires checking the lane to ensure it is clear to do so. Phase 2 is from Bear Cut to Powell Bridge. Phase 3 will be from Powell Bridge to Brickell, leading cyclists to an off-road ramp under the flyover.

ET: Inquired which phase railings for the Powell Bridge would be installed.

JC: No current plans have been developed. *The shoulder will be improved.* The Powell jersey walls are not designed to accommodate railings. *Signage will be added to direct novice users of the path along the bridge.*

CS: A few years ago, an officer yelled at her thru his loudspeaker to get off her bike.

JC: After several complaints about cyclists being uncourteous to pedestrians, signs were erected telling cyclists to dismount and walk across the bridge. He's heard of officers telling cyclists to get off the sidewalk – which happened to be Bike Route 6. He would welcome writing letters (after these incidences) to educate the police.

MB: The railing project has long-been considered; but, is not associated with these phases. He hopes to move Phase 2 up to this fiscal year. Resurfacing companies are slowing down because of the high demand/price of asphalt. Phase 3 is expected to begin in the next fiscal year. It is currently unfunded; but, may replace another project.

JMartincak: The bridges are not included in these phases, because they are concrete.

JC: Although traffic signs will be installed on the bridges; since Crandon Blvd. is historic, a public hearing delayed Phase 1 to include the crossing into the mangrove preserve. *Funding will be sought for the Powell bridge railings on the north side. When railings are added, then the facility would be designated official bike lanes.* An initial review indicates an underpass route is not possible at the Powell Bridge; because, the height clearance is only 7', and the surface is not suitable to build a path on top of it.

JManzella: Perhaps push-button crossing signals could help alleviate the hazard of crossing Crandon Blvd. by warning motorists of pedestrian attempts.

JC: In-road flashers are being considered, which are embedded in the pavement. Although approved by the FHWA, FDOT has not done so.

JManzella: Unsure if these lights could be seen from motorists ½ mile away traveling fast. Inquired why warning lights similar to the front of Clark Ctr. wouldn't be accepted.

JC: Those don't have push-button actuators.

GR: Install warning lights that flash all the time.

JManzella: That looses the intent of warning motorists; they'll know they always flash.

ET: Requested JC to look into this issue further, since the vertical clearance under Powell Bridge is only 7'; perhaps M-DPW could ask for a variance.

SK: There was a successful effort to boost awareness at MIA about pedestrian crossings.

JC: Due to the jersey-walled median, the place to legally cross is at the intersection near the Rusty Pelican. Marking a crosswalk there was found unnecessary because field studies (including one for 4 hours on a Saturday) showed no one crosses there.

CS: People are crossing where the bus stops are.

JMartincak: He can provide audience members that need to leave with information at a later date. He maintains the corridor and has a good rapport with cyclists.

MBowman: Guardrails may be funded through other projects that may not be ready after the designs are prepared.

BB: It has been 6 years since proposed, inquired why they aren't designed yet.

JC: The shoulders have always been available for cyclists. Only more recently has it been proposed to turn them into bike lanes. A Structural Engineer has to be

hired/contracted. There are other projects to be designed as well. It is impossible to put it into a timeline.

JMartincak: *The Phase I Notice to Proceed is April 4th, with 180 days to complete.* The Phase II design is prepared and ready to go to contracted specifications; it must go out to bid, etc. This can take 2-3 months.

JC: Phase III is currently unfunded, nor designed.

MB: It should cost at least \$700,000. Raising tolls would help fund this.

GR: Inquired if all these phases go thru an RFQ process.

MB: M-DPW hopes to hire staff; but, has consultants thru a general services contract.

GR: M-DPW is being affected by rising costs; but, there should be an effort to identify which bicycle projects will be attempted in the next 5 years. Then, when tolls are raised, a portion of these funds can be identified for bikeways.

MB: Toll was raised recently, not until 2008 would another attempt be made.

GR: Inquired if a portion of the tolls would be dedicated for bicycle/pedestrian projects.

MB: Absolutely.

GR: (Referencing the M-DPW letter regarding the recent death on Crandon Blvd.) Now is the time to contact Commissioners so they recognize the value of proper facilities.

MB: *Over \$100,000 is being allocated to correct problems on the Venetian Cswy.*

JMartincak: Phase I is the north side striping and signage. The sidewalk bollards have been moved and the toll arm has been shortened.

JC: There has been an influx of new projects that have delayed designs for the Venetian. *North-side markings will make it clear for motorists that they are sharing the road with cyclists. The south-side existing markings will be milled; the transition from the road to the path will be modified significantly; and the shoulders will be made bike lanes.* An Enhancement Project is being scheduled for the entire causeway; so, some of the toll plaza area will be done afterwards.

DH: That project is funded in 2008.

MB: The entire causeway is under one M-DPW division; however, the Master Planning Process involves several entities.

JMartincak: That's because different portions are under different jurisdiction.

DH: The BPAC Chairman has often voiced concerns over debris along the causeways.

JMartincak: Maintenance along the Rickenbacker has been stepped-up to 3 times/week – Monday, Wednesday & Friday - and is at a decent level. Many cyclists ride very early in the morning, before the maintenance crews start. The entire Venetian is swept 2 times/month and the bridges are swept 5 days/week. He has given cyclists his own phone number to make complaints; but, 311 is the best one to call.

MB: The County Mgr. and M-DPW Director are looking into stepping-up maintenance.

JMartincak: Sweeping on weekends is difficult with the large amount of traffic.

PK: Believes M-DPW is sincere in their efforts; no other roadway is swept as often. He contacted the County about Seaquarium traffic, because it backs-out into the road. They are considering ways to modify operations to alleviate this. As the President of the S.Fl. Triathletes Club, he spoke to Commissioner Gimenez, whom indicated that *"Share the Road" signs would be installed very soon.* These would help reduce the hazard.

JC: These have to be reviewed for their placements. Those are not the only signs available; and, may not be appropriate in some places. Although the shoulder is available for bicycle use, M-DPW does not want to "invite" cyclists to do so. There are liability issues. Signage is being designed for the causeway.

MB: M-DPW isn't able to recover from the signs blown down from the last hurricanes.

PK: Cyclists are in jeopardy because of this slow-down. Suggested using the toll plaza marquee to warn motorists of large amounts of cyclists sharing the roadway, instead of

		<p>encouraging them that the speed limit is 45 mph. The toll should be increased.</p> <p>AL: Suggested contacting Commissioner Gimenez; he could make this a priority.</p> <p>N/A: Tree roots cause problems; cyclists travel in and out of shoulders to avoid them.</p> <p>JMartincak: Suggested meeting with him to identify where these problem are.</p> <p>N/A: Inquired if the BPAC plans to have the Miami Police Dept. enforce speed limits.</p> <p>ET: The BPAC is only an advisory committee to the MPO.</p> <p>CS: She has seen them some morning performing enforcement activities.</p> <p>N/A: Enforcement has been getting lackadaisical.</p> <p>AL: The BPAC has been complaining about the Rickenbacker for years. Citizens need to contact the Mayor, Commissioners, etc.</p> <p>GR: <i>Motion urging the MPO to lobby the Florida Legislature to release municipalities that develop marked bicycle facilities against liability from accidents within such facilities.</i> This mirrors a law that releases coastal communities from drowning lawsuits.</p> <p>CS: Considers a man-made facility and a natural beach too different.</p> <p>ET: It seems more of a liability when municipalities do not provide bike facilities.</p> <p>JC: That is not the consensus of the majority. Signed facilities encourage cyclists to use them, rather than their own decision to ride along (unsigned) shoulders, etc.</p>
PUBLIC WORKS UPDATES	-	<p>JC: The City of South Miami has requested improvements at SW 62 Av./64 St. The 1st design had left & right turn-lanes, which the community rejected. The 2nd design includes a modified round-about with median islands which enforces correct turning from motorists, and serve as pedestrian refuges. The design speed is 15 mph. As bicyclists approach the round-about on shoulders, they are routed to the double-width sidewalk. They can stay in the road if they choose. The shoulder ends with a hard curb.</p> <p>CS: Estimates that 90% of cyclists will stay in the road.</p> <p>ET: The transition to the sidewalk needs to accommodate 10 mph turns.</p> <p>CS: This forces cyclists into a travel lane abruptly.</p> <p>JC: This is the new standard design, accepted world-wide.</p> <p>CS: Would welcome a video presentation.</p> <p>JC: In Europe, more ROW considerations were made; cyclists have their own circle to ride in. In the design being proposed, the circle-lane is 15'. Making it wider would allow cyclists to share the same space with motorists, creating blind-spots around the turn.</p> <p>JManzella: Inquired if the hard curb was necessary.</p> <p>SK: The curb is a hazard, there should be a better transition for cyclists choosing to continue within the road.</p> <p>(NOTE: DUE TO MECHANICAL MALFUNCTION A PORTION OF THIS DISCUSSION WAS NOT RECORDED.)</p> <p>JC: A design to narrow SW 62 Av., between SW 64-70 Sts., was discussed at the S. Miami meeting. That proposal removes lanes from 5 to 2, with wide sidewalks. The ex-Mayor inquired why there weren't bike lanes. So, parking was reduced and bike lanes are being proposed. <i>Once the vocational school is converted to a regular school, there will be more traffic; so, this narrowed corridor will be reviewed for modifications again.</i></p> <p>SK: Usually, the School Board knows well in advance when this occurs. The main problem with school traffic is that children are being chauffeured in cars, rather than allowed to walk or bike to school.</p> <p>JC: Often schools in municipalities are not aware of their responsibilities to provide signalization. M-DPW is willing to review plans for the proper signalization/signage/traffic flow and other recommendations. <i>An initial test with painted lanes will be performed before the traffic circle is constructed.</i></p>
BIKE MAP	-	<p>DH: Due to time restrictions, <i>he will do a more-detailed presentation next month.</i></p>

	<p>Various maps from other communities are being reviewed to determine what will be included in the Miami-Dade update.</p> <p>ET: Suggested members to send comments/suggestions to DH.</p> <p>DH: <i>He will consolidate all the comments and present them next month.</i></p>
TIP INTERACTIVE MEETING	<p>- DH: <i>The TIP meeting will be held on March 29th.</i> The BPAC Chairman will be out of town that week; so someone will have to volunteer to serve in his place to present the various transportation agency speakers and read public comments. A rigid script to follow has been developed. This broadcast is an outreach event to allow the community to become more aware of transportation planning activities.</p> <p>ET: Volunteered.</p> <p>DH: (Passing out Draft 2007 TIP – Non-Motorized section.) These projects will be included in the final document. This document doesn't reflect projects slated for 2006.</p> <p>ET: There are projects that seem critical, yet are not on this list.</p> <p>DH: GO Bond projects aren't listed in the TIP. Projects in this document are funded thru the Federal, FDOT, State, PTP and the private sector. The general PTP category is a way to get those projects the BPAC considers critical into development. So, talking to Commissioners takes on more significance.</p> <p>JManzella: The has BPAC prioritized projects in the past.</p> <p>ET: There should be a yearly review to identify even small projects.</p> <p>DH: Agrees; will consider this during the next cycle.</p> <p>BB: Inquired about the Miami River Greenway projects.</p> <p>DH: Those projects are in the current year; and not shown in this TIP.</p> <p>SK: Had questions regarding some projects.</p> <p>DH: <i>Will have to refer these to JC later.</i> The Metrorail Overpasses are funded, as well as a number of pedestrian safety projects identified thru the high crash corridor analysis. M-DP&R is funding several greenway projects, including Biscayne/Everglades Greenway.</p>
MISCEL- LANEOUS	<p>- ♦ DH: Inquired if more bikeways are being considered at FDOT; or if Miami Beach had contacted him regarding MB Bikeways Committee comments on the Collins Av. project.</p> <p>KJ: No to both inquiries.</p> <p>♦ GR: The Coastal Community survey will not include a bicycle component; mainly because of time constraints. However, the City Engineer has agreed to perform a full bicycle traffic analysis. She would like City staff to make a presentation next month.</p> <p>♦ GR: She has requested the Miami Beach Parks Dept. develop a Bicycle Camp program. <i>A pilot 2-week program will be tried this Summer.</i> Safety, fitness, and field trips are envisioned. The Director was concerned with safety at first; but, now considers it a great idea. The BPAC helped support the momentum, which received attention from the Miami Beach Public Works staff, along with the City's Bike Week events.</p> <p>♦ ET: He reviewed portions of Route 5 –Biscayne Trl., which crosses the L-31 Levee. He developed a cost estimate to pave the trail down to Biscayne National Park – approx. \$1 million. This is half the cost usually attributed to such a length, because it wouldn't have extra amenities like: toilets, landscaping, etc. A copy has been provided to JB.</p> <p>♦ ET: Requested the maintenance topic to be addressed at another meeting.</p> <p>♦ BB: <i>March 25th is Miami River Day at Marti Park. Bicycle parking valets will be available.</i></p>

- *The meeting was adjourned at 8:30 p.m.*